

# Wichita Stamp Club Newsletter



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Editor



*"Go Fly A Stamp"*



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## ATLANTIC CLIPPER MAIL by Neal E. Danielson

Back in 1935 the Yankee Clipper project was born as a result of a series of negotiations between Boeing and Pan American World Airways to develop and produce a flying-boat that could be guaranteed to transport passengers on a transatlantic course with a high degree of safety, comfort, and speed. Six aircraft were on the contract signed between the two companies on July 21, 1936 and were designated as Model 314 and on May 31, 1938 initial tests were conducted on Puget Sound and took to the air on June 7, 1938. The Model 314 flying-boat was the largest civil aircraft service. The craft outstripped its rivals in size and weight and was the finest flying-boat to go into regular commercial service at a cost of only \$550,000 per aircraft. On May 20, 1939 Pan American World Airways inaugurated the first transatlantic mail service of almost a ton of mail. The mail was transported from Port Washington to Marseilles, via the Azores and Lisbon in 29 hours. The same aircraft opened the northern mail service to Southampton on June 24, 1939. Four days later Pan American World Airways inaugurated the first regular passenger service from New York to Southampton, via Newfoundland. The Yankee Clipper had a spacious fuselage providing ample room for 74 daytime passengers or for 40 passengers in reclining seats for long night-flights.

The use of the highly publicized flying-boats for commercial use was abruptly interrupted by the outbreak of the Second World War in Europe on September 3, 1939. Pan American's northern transatlantic route was abandoned after only three months on October 3, 1939. The success of Pan American flying-boat Model 314 gave them incentive to order six additional aircraft from Boeing with the designation Boeing 314A (Figure 1). The flying boat layout (Figure 2) various compartments for the comfort of the passengers and it even had a dining hall (Figure 3). The 314A was an improvement over the 314 in that it could hold 77 daytime passengers, increased fuel capacity and increased engine power. The first flight of a 314A prototype took place on March 20, 1941, however WWII was now in full swing Pan American only received half of their order the rest went to the war effort. The British government even purchased three models and allotted to BOAC for use as transport aircraft. Even Winston Churchill use one of the aircraft for intercontinental journeys. With the progress made during WWII in developing long-range landplanes the last Boeing 314 was retired in 1946 by Pan American World Airways, but would be used by some small charter companies until 1950.



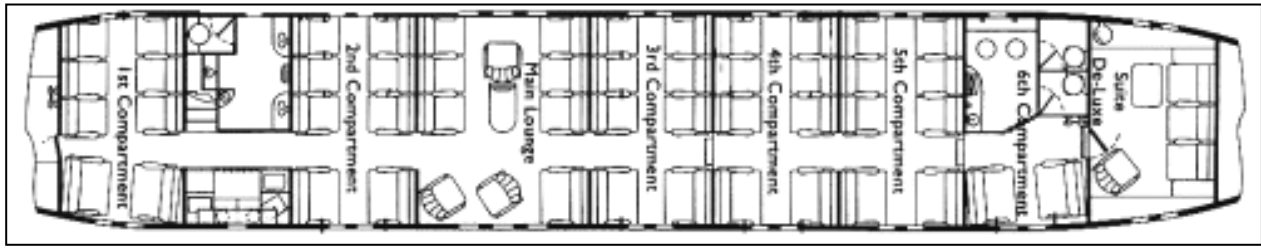


Figure 2-Boeing 314 Passenger Deck Layout

We all know that the War brought tragedy to many families both here and abroad, but it also brought many love stories as will be discussed in this article. An air mail cover that was transported on one of the Pan American Atlantic Clipper flying-boat took place on Sept 4 1945 (Figure 2). The cover is franked with a 30¢ Theodore Roosevelt stamp from the Presidential issue of 1938 (Scott #830) and tied to the cover with a seven-wavy line circular date stamp postmarked from Butler, MO.

The cover was from a Peg Becher of Butler, MO. Butler is located in Bates County, Missouri and is the County Seat. Its claim to fame is that it was the first city west of the Mississippi River to have electricity. The letter is addressed to a Mr. Max K. Harwitz, 9, Allenby Road, Swinton near Manchester, with England noted to the left of the address. The name Swinton is derived from pig-rearing. The town is within the City of Salford, in Greater Manchester, England.



Figure 3-Boeing 314 Dining Hall

Manchester was like most United Kingdom communities where the area mobilized extensively during the Second World War. The war brought major changes to the community. Beyer, Peacock and Company locomotive works was switched to bomb making; Dunlap's rubber works made barrage balloons; engineers from Metropolitan-Vickers made Avro Manchester and Avro Lancaster bombers; and Ford built the Rolls-Royce Merlin engines to power the bombers. This transition in manufacturing became a target of bombing by the Luftwaffe and by late 1940 air raids became a common every-day experience, even hitting non-military targets. A large part of the historic city was destroyed, including the loss of 376 lives and 30,000 houses were damaged. The cover in Figure 2 is a post war cover about a man in Swinton and a lady in Butler. Apparently the man, Max, had proposed to the lady, Peg, and she has been waiting in the States until Max can obtain his passport and visa to travel. Peg's letter tells him to get busy and go visit the Consul as he has a letter from President Truman and Senator Briggs that should open the door for an interview.

Peg proceeds to tell Max about some trips to see a doctor and that she ended up having to have surgery, thus she would not be able to have any children and told Max if he wanted to back out of the commitment it would be alright, but hoped he would keep the commitment. The letter was eight pages long so it contained a lot of information. Apparently Max had been injured during the war and unable to travel, thus Peg was in the States and he was in England.

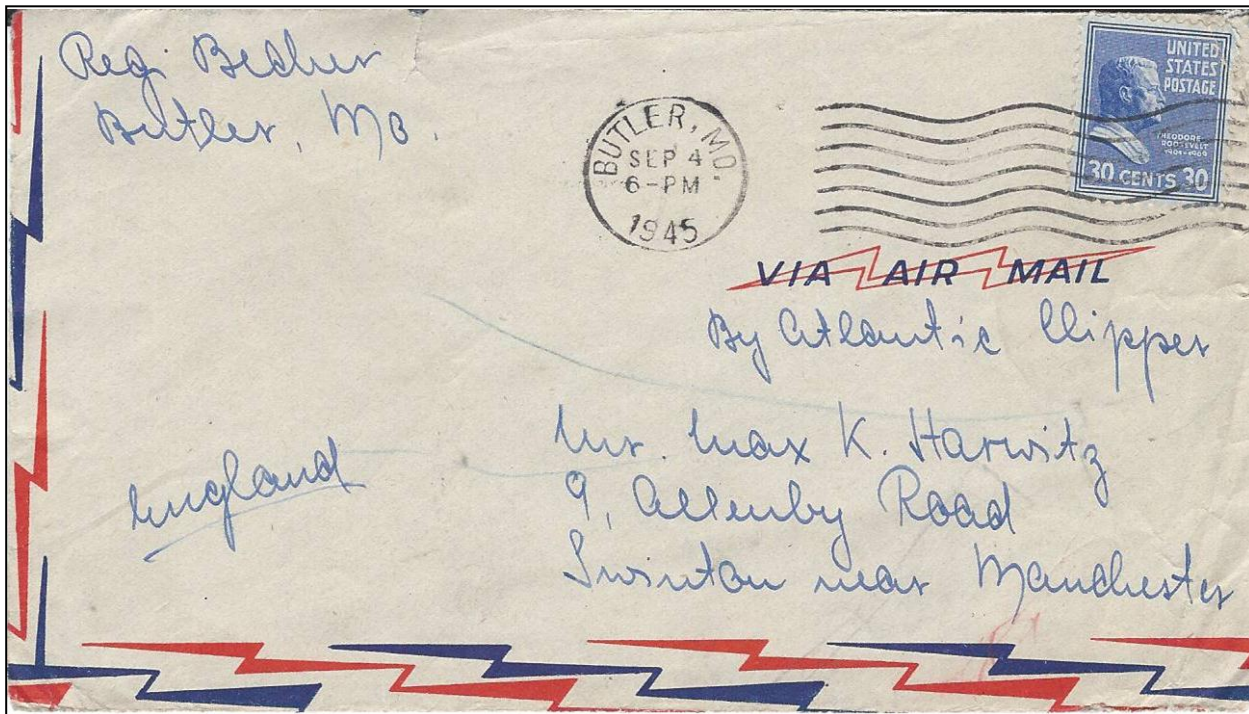


Figure 4--Atlantic Clipper mail 1945

Unfortunately the end of this love affair has no “they lived happily ever after.”

References:

Atlantic Clipper: [www.clipperflyingboats.com/pan-am/boeing-b314](http://www.clipperflyingboats.com/pan-am/boeing-b314)

Wikipedia Free Encyclopedia website: [http://en.wikipedia.org/wiki/Swinton,\\_Greater\\_Manchester](http://en.wikipedia.org/wiki/Swinton,_Greater_Manchester)

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## TRAVEL KANSAS—NORTH TO SOUTH—EAST TO WEST by Neal E. Danielson

**Travel Kansas—Cawker City** is located in the far northwest corner of Mitchell County (Figures 1 & 2) and the idea of establishing a town site was the brainstorm of gentlemen from Milwaukee, WI and Towanda, PA, in February 1870. The Solomon Valley site was selected and several of the men went to the Land Office then located in Junction City with information on the land they wanted.

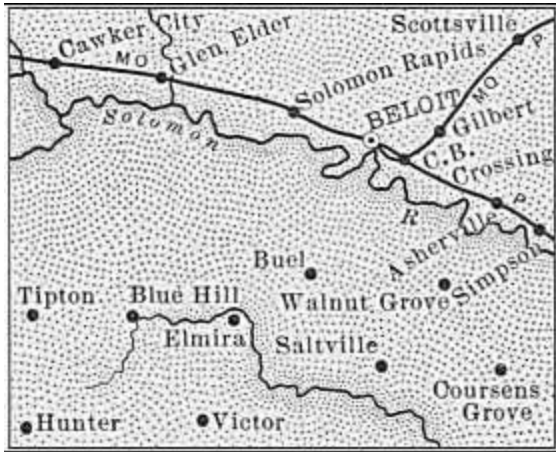


Figure 1-Mitchell County Railroad Map ca1899

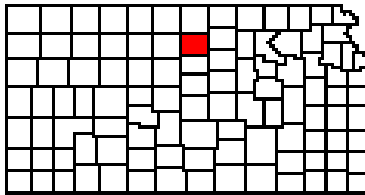


Figure 2-Mitchell County

When they returned in April they found that what they ended up with was land located about a mile north and half mile east of what they had selected. However, they began working on the land described by the Land Office and a city sprang up. The first structure erected was the Spears building, built by one of the original founder, E. H. Cawker (Figure 3). The cities name came about as a result of a poker game to see who the town would be named after. The winner was Colonel E. Harrison Cawker. Cawker spared no expense in seeing that the town grew. Mr. Rice, another founding father built the first stone building and Mr. Huckle built a dwelling and returned to Pennsylvania and Mr. Kshinka acquired plots in the northeast part of the city.

The town was incorporated on March 20, 1874 and soon had mills, banks, churches, an opera house and a city auditorium (Figure 4). In 1884 a new high school building was built. The first Post Office was established on June 13, 1870 and John A. Segar was appointed Postmaster and served until December 20, 1871. The Northwestern Land Office was created and opened for business in June 1872 and would remain in Cawker City until December 1874 when it moved to a more central location in Kirwin. Colonel E. H. Cawker would become the first Mitchell County State Representative in the legislature.

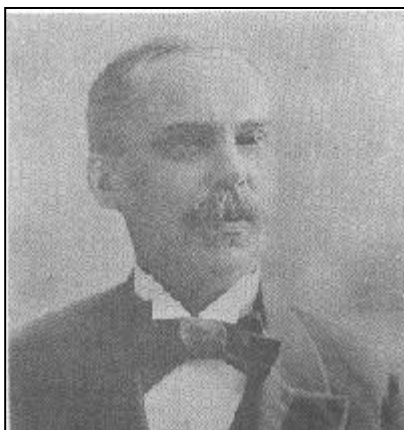


Figure 3-

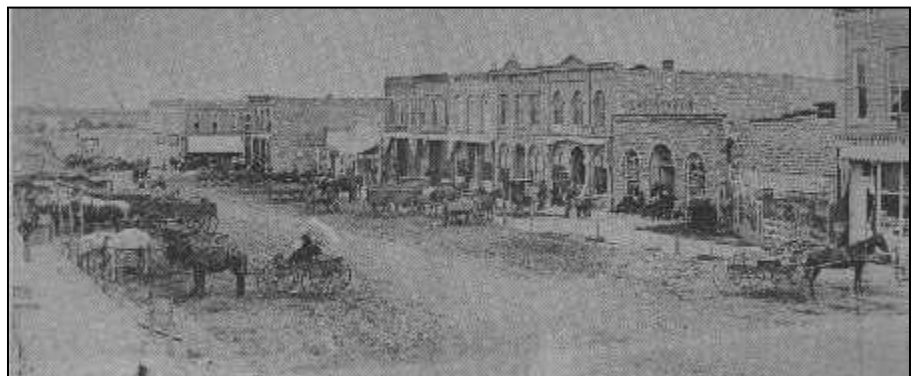


Figure 4-Cawker City in 1884

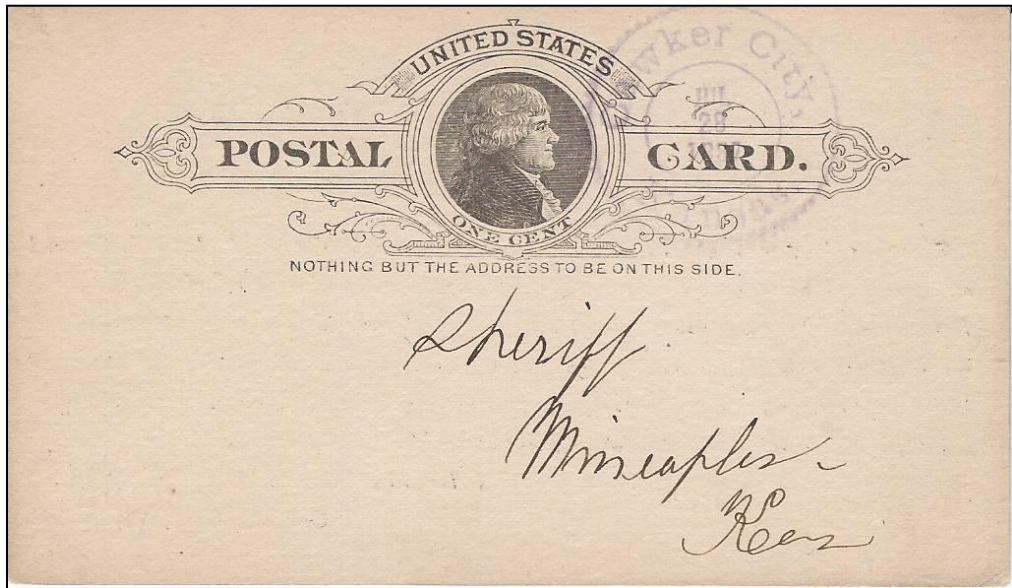


Figure 5--Postal Card from Cawker City 1887

A Postal Card issued Dec. 1, 1886 (Scott #UX9) was used by the Cawker City Sheriff's Office to send out a bulletin to other Sheriff Departments within the surrounding area (Figure 5). The Postal Card has a double circle cancellation from Cawker City postmarked July 28, 1887. William C. Whitney was Postmaster in Cawker City being appointed to the position on July 4, 1884 and served until August 28, 1888. The Postal Card was from Theodore Dort in Cawker City. The message (Figure 6) relates to a \$25.00 Reward for information about a "Charley Carter alias Roe five feet six or seven inches tall, dark hair and eyes, a medium short dark mustache, woman and several children with him named Wells formerly lived in Baker, Kan. Has a mule team, black horse and bay mare with rag under throatlatch to prevent flies, good harness and four year old wagon, box not painted, loaded with household goods, left Cawker last Saturday night." Address, THEODORE DORT. Cawker City, Kansas." The Postal Card was probably printed in bulk and sent out to other towns such as the one in Minneapolis, Kansas. No data was found to determine the intent of the message. The message does have some added notes written on it as if someone may have known the whereabouts of Mr. Carter.

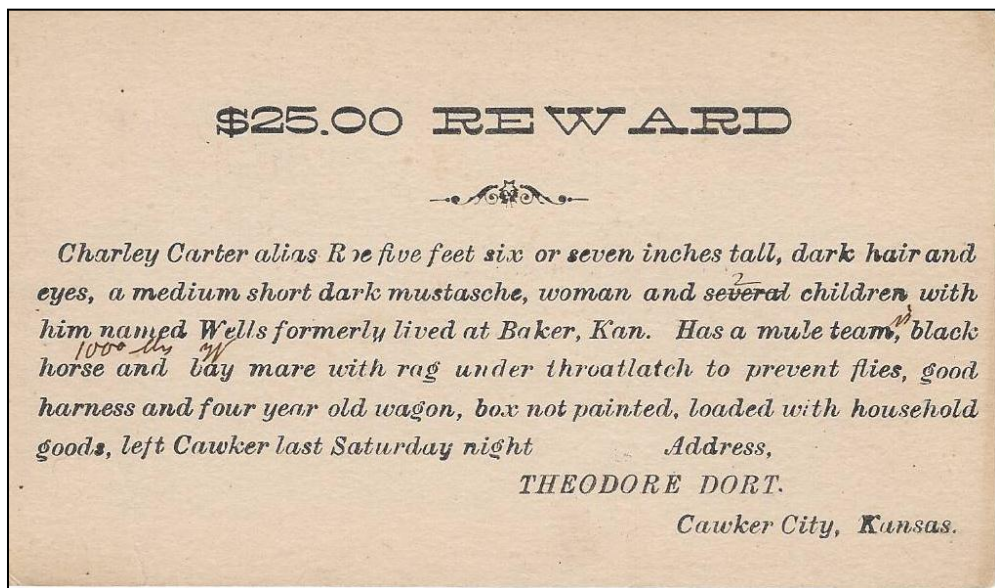


Figure 6-Message Side of Postal Card

Cawker City is chiefly noted as being a good point for trade, and the sale of corn and hogs. Two local grain buyers have warehouses at the depot, and are making daily shipments of wheat and corn. The businesses buildings are nearly all built of stone, and are very handsome. There are eighteen elegant stone store buildings, and several frame structures for business purposes.



**Figure 7-Open-air Gazebo to house Ball of Twine**

One of the fascinating histories in Cawker City is its 'Claim to Fame' with its ball of twine. The Big Ball of Twine had its beginning in 1953 when Frank Stoeber started his ball of twine on his farm and by 1957 it weighed 5,000 pounds, stood 8 feet high, and had 1,175,180 feet of twine on it. Mr. Stoeber presented his Big Ball of Twine to the Cawker City. The Ball has now grown to 18,000 pounds and has more than 7.8 million feet of sisal twine on it. Each year the citizens of Cawker City celebrate Twine-a-Thon in August so the Ball keeps growing. The town has even built a canopy over the historical Ball of Twine (Figure 7).

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## **DON'T SWEAT THE SMALL STUFF** by Neal E. Danielson

This is the 36<sup>th</sup> in a series of articles relating to small post cards and small covers so if you have any in your collection that you would like to share please let us know.

This small stuff comes to you by way of paying a visit to a stamp garage sale by three of our members, **Lou Forster, J R VanCleave and Richard Blankenship** on April 21, 2012. The interesting cover measures 3 ¾ inches long X 2 3/8 inches wide and is franked with a 1¢ Benjamin Franklin stamp (Scott #182) and tied to the cover with a killer cancel (Figure 1). The stamp was issued in 1879 so the cover was mailed after this date. The cover contained a very interesting business card (Figure 2) that had a very small envelope with 'Happy New Year' imprinted on the flap. Contained within the small envelope was a small business card of W. J. Nivert (Figure 3), indicating "General Blacksmithing, Plows, Cultivators and Machinery of all kinds. Give me a call." The small business card measured 1" X 2 1/16". The cover was mailed to a Mr. Dick Bastin, City.

According to a census report around 1886 a W. J. Nivert and his wife Emma (Miller) Nivert lived in Glasgow, Howard County, Missouri and they had a son born on Feb. 7, 1886. Mr. Nivert occupation was listed as a Blacksmith. He was from Germany and was 27 years old at the time and his wife Emma was an American born in Warren County, Ohio.



Figure 1—Small Cover ca 1879



Figure 2—Small Cover Insert

Glasgow is a town located on a county line of Chariton and Howard counties in Missouri. Glasgow portion in Howard County is part of the Columbia, Missouri Metropolitan Statistical Area. The town achieved fame on October 15, 1864 when the Battle of Glasgow was fought during the American Civil War as part of Price's Missouri Expedition. The Confederates were victorious in the Battle and captured a significant amount of war material, but didn't benefit Price's regiment as he was ultimately defeated at Westport a week later, resulting in the end of the Missouri campaign.



Figure 3--Business Card

### References:

Glasgow Missouri History: [www.jymiller.net/zzhistory.html](http://www.jymiller.net/zzhistory.html)

Wikipedia Free Encyclopedia website: <http://en.wikipedia.org/wiki/glasgow, Missouri>

RecordsBase.com/Missouri-Census



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